THE ELIZABETH-CITY STAR
AND
North-Carolina Eastern Intelligencer.

PRINTED AND PUBLISHED WEEKLY BY BENJAMIN ALBERTSON, AT THREE DOLLARS PER ANNUM, OR TWO DOLLARS FOR SIX MONTHS: PAYABLE IN ADVANCE.

Vol. VI. Elizabeth-City, N. C. Wednesday, November 7, 1827. No 46.

TERMS.

☞ *No paper discontinued till directions to that effect are given, and arrearages paid, but at the option of the Editor.*

☞ *Advertisements of no more length than breadth, neatly inserted three times for a dollar, and twenty-five cents for each continuance; longer ones in the same proportion.*

☞ *Advertisements will be continued until forbid, and charged accordingly, unless otherwise marked by the writers. No advertisement will be inserted for less than one dollar.*

☞ *Persons at a distance must accompany their advertisements with the money, or they will not be inserted.*

☞ *Letters addressed to the Editor must be postpaid, or they will not be lifted.*

GEORGE KELLINGER, TAILOR,

HAVING taken the front room of the house occupied by Mr Asa McCoy, on Road-Street, respectfully informs the inhabitants of Elizabeth-City and the surrounding country, that he is ready to execute all orders in his business. Clothes will be made by the latest and most approved fashions, and the workmanship done in a manner not inferior to any in the place. He flatters himself that he can give general satisfaction to all his customers.

Elizabeth-City, May 5.

CITY HOTEL.

The subscriber has re-opened the City Hotel as a house of public entertainment for travellers and boarders, where he respectfully solicits public patronage.

Wm Albertson.

Elizabeth-City, April 7.

JUST RECEIVED

100 casks Stone Lime,
25 kegs white Lead,
Paint, Oil, Putty,
Window Glass,
Spirits Turpentine,
AND
20 bbls New-York, Canal Flour, on consignment, which will be sold very low, if applied for immediately.

Mathew Cluff.

A. N. HAYDEN

HAVING re-commenced business at his usual stand in this place, takes this opportunity to inform his customers and others, that having on hand a general assortment of Iron, and a good supply of first quality Cast Steel, he is ready to furnish them with any kind of work in his line, viz :—Edge Tools of every description, which he will warrant inferior to none, Vessel and Mill work, Wheel Tires, &c. &c. at the shortest notice and on reasonable terms for cash or corn in advance.

Elizabeth-City, Oct. 31. *Et.*

COTTOM'S
Virginia and North Carolina
ALMANACKS
FOR THE YEAR OF OUR LORD
1828.

For sale by
Wm. S. Carter.
Elizabeth City, Oct. 31.

Constables Blanks.

WARRANTS for Perquimans, Pasquotank, Camden, and Currituck Counties.

INSOLVENT BONDS and CASS', printed, and for sale at
THIS OFFICE.

Books & Stationary.

The Subscriber has just received and offers for sale the following articles, which will be sold cheap for cash.

Murray's Grammar, Exercise, Introduction and Reader—Walker's Dictionary—Daboll's, Pike's, and Jesse's Arithmetics—Cumming's and Morse's Geography and Atlas—Testaments—Bibles—Spelling Books—Copy and Cyphering Books—Copy Plates—Slates, Pencils, Ink and Quills.

An assortment of blank books—Cards—Pocket Books—Memorandom do.—Writing Paper—Rice do.—Rogers' Silver steel Penknives—Pocket do.—Razors and Straps—Shaving boxes—Genuine Naples Soap—Pocket Combs—Tooth Brushes—Lorrillard's Macaboy Snuff—Camphor—Mace—Nutmegs—Cloves—Court Plaster—Shoe Brushes and Blacking. Besides a variety of Fancy Articles.

ALSO,
Johnson's Dagon PLOUGHS.

ALMANACKS
For the year of our Lord
1828.

Wm D. Gordan. *Agent.*
Elizabeth-City, Oct. 24.

Fall and Winter Goods.

We have received by the late arrivals from the North a general assortment of

Seasonable Goods,

—AMONG THEM ARE—

Blue, black, steel mixt & drab Cloths,
Blue and drab Cassimeres,
Plain black and fig. plain and col'd Bombazettes,
Blue and steel mixt satinets (some very fine,)
Rose, point and duffle Blankets,
White, red, green & yellow Flannels,
Green Baize; heavy drab Kerseys,
Woolen, worsted, cotton and silk Hosiery,
Cotton Cambricks, jaconett, mull mull and book Muslins,
7-8 and 4 4 Irish Linens, Russia and Irish Diapers,
A great variety of S fine & common Prints,
Black fig. and plain col'd Canton Crapes and Robes,
Superfine black Nankin Crapes,
Black Bombazine, blk. silk Handkerchiefs,
Yellow, scarlet and flag Silk, do.
Black and col'd Italian Crapes, very fine,
Cambrick and furniture Dimities,
Bleach'd, brown, striped and plaid Domestics,
3-4 and 5-4 indigo checks, cotton Yarn.
HATS—a general assortment of mens' fine beaver and castor hats, 15 doz. wool do. assorted.
SHOES—ladies fine Morocco and prunelle, a large assortment of negroes coarse shoes and bootees and womens' and boys' calf do—and a general assortment of Groceries—all of which have been bought on advantageous terms and are offered for sale at fair prices.

Wright & Williams.
Oct. 24.

New Wheat Flour.

Bbls. and half bbls.
New wheat family Flour,
Bbls. mess and prime Pork,
Bbls. Cordial,
Kegs Atkinson's No. 1. Tobacco,
And a few doz. bottles of Congress Water.

Just received and for sale by
Mathew Cluff.
Elizabeth-City, Aug. 25. *Tf*

LEGHORN BONNETS

WE will open to-day a package of the above article, among which are some of a superior quality, and will be sold at unusually low prices.

WRIGHT & WILLIAMS.

Farmer's Repository.

Science of Agriculture.

Of Improving the Breed of Animals.

The characters of animals, or the external appearances by which the varieties of the same species are distinguished, are observed in the offspring; but the male parent more frequently predominate. Thus, in the breeding of horned animals, there are many varieties of sheep, and some of cattle, which are hornless. If a hornless ram be put to horned ewes, almost all the lambs will be hornless; partaking of the character of the male more than of the female parent. In some counties, as Norfolk, Wiltshire, and Dorsetshire, most of the sheep have horns. In Norfolk the horns may be got rid of, by crossing with Ryeland rams; which would also improve the form of the chest, and the quality of the wool. In Wiltshire and Dorsetshire the same improvements might be made, by crossing the sheep with Southdown rams. An offspring without horns, or rarely producing horns, might be obtained from the Devonshire cattle, by crossing with hornless bulls of the Galloway breed; which would also improve the form of the chest, in which the Devonshire cattle are often deficient.

Examples of the good effects of crossing may be found in the improved breeds of horses and swine in England. The great improvement of the breed of horses arose from crossing with the diminutive stallions, Barbs and Arabians; and the introduction of Flanders mares into this country was the source of improvement in the breed of cart horses. The form of the swine has been greatly improved by crossing with the small Chinese boar.

Examples of the bad effects of crossing the breed are more numerous. When it became the fashion in London to drive large bay horses, the farmers in Yorkshire put their mares to much larger stallions than usual, and thus did infinite mischief to their breed, by producing a race of small chested, long legged, large boned, worthless animals. A similar project was adopted in Normandy, to enlarge the breed of horses there, by the use of stallions from Holstein; and in consequence, the best breed of horses in France would have been spoiled, had not the farmers discovered their mistake in time, by observing the offspring much inferior in form to that of the native stallions. Some graziers in the Isle of Sheppy conceived that they could improve their sheep by large Lincolnshire rams; the produce of which, however, was much inferior to the shape of the carcass, and the quality of the wool; and the flocks were greatly impaired by this attempt to improve them. Attempts to improve the animals of a country by any plan of crossing, should be made with the greatest caution; for by a mistaken practice, extensively pursued, irreparable mischief may be done. In any country where a particular race of animals has continued for centuries, it may be presumed that their constitution is adapted to the food and climate.

The pliancy of the animal economy is such, that an animal will gradually accommodate itself to great vicissitudes in climate, and alterations in food; and by degrees undergo great changes in constitution; but these changes can be effected only by degrees, and may often require a great number of successive generations for their accomplishment.—It may be proper to improve the form of a native race, but at the same time it may be very injudicious to attempt to enlarge their size; for the size of animals is commonly adapted to the soil and climate which they inhabit. Where produce is nutritive and abundant the animals are large, having grown proportionally to the quantity of food which, for generations, they have been accustomed to obtain. Where the produce is scanty, the animals are small, being proportioned to the quantity of food which they were able to procure. Of these contrasts, the sheep of Lincolnshire and of Wales are examples. The sheep of Lincolnshire would starve on the mountains of Wales.

Crossing the breed of animals may be attended with bad effects in various ways; and that even when adopted in the beginning on a good principle: for instance, suppose some larger ewes than those of the native breed were taken to the mountains of Wales, and put to the rams of that country; if these foreign ewes were fed in proportion to their size, their lambs would be of an improved form, and larger in size than the native animals; but the males produced by this cross, though of a good form, would be disproportionate in size to the native ewes; and, therefore, if permitted to mix with them, would be productive of a starveling, ill formed progeny. Thus a cross, which at first was an improvement, would, by giving occasion to a contrary cross, ultimately prejudice the breed. The general mistake in crossing has arisen from [illegible] to improve the size of a native race of animals; being a fruitless effort to counteract the laws of nature.

The Arabian horses are, in general, the most perfect in the world; which, probably, has arisen from great care in selection, and also from being unmixed with any variety of the same species, the males therefore, have never been disproportioned in size to the females.

The native horses of India are small, but well proportioned, and good of their kind. With the intention of increasing their size, the India company have adopted the plan of sending large stallions to India. If these stallions should be extensively used, a disproportioned race must be the result, and a valuable breed of horses may be irretrievably spoiled.

From theory, from practice, and from extensive observation, the last more to be depended on than either, "it is reasonable," Cline continues "to form this *conclusion:* it is wrong to enlarge a native breed of animals, for in proportion to their increase of size, they become worse in form, less hardy, and more liable to disease." (*Comm. to the B. of Ag.* vol. iv. p. 446)

The above opinions may be considered as supported by the most eminent practical breeders, as Bakewell, Culley, Somerville, Parry, and others; and by most theorists, as Coventry, Darwin, Hunt, Young, &c. T. A. Knight writes in the Communications to the Board of Agriculture in favor of cross breeding, as do Pitt and others in the County Surveys, but mostly from very limited experience. Sir J. S. Sebright, in a letter addressed to Sir Joseph Banks, *on improving the breed of domestic animals* 1809, has taken the opposite side of the question; but the meaning he attaches to the term breeding *in-and in* is so limited, as to render it a very different sort of breeding from that practised by Mr. Bakewell and Culley, which has been generally so named, and recommended by Cline and others, who favor, rather than otherwise, the in-and-in system. He says, "Magnell's fox-hounds are quoted as an instance of the success of breeding in-and-in; but upon speaking to the gentleman upon the subject, I found that he did not attach the meaning that I do to the term *in and in*. He said that he frequently bred from the father and the daughter, and the mother and the son.—This is not what I consider as breeding in-and-in; for the daughter is only half of the same blood as the father, and will probably partake, in a great degree, of the properties of the mother. Magnel sometimes bred from brother and sister; this is certainly what may be called a *little close;* but should they both be very good, and, particularly, should the same defects not predominate in both, but the perfections of the one promise to correct in the produce the imperfections of the other, I do not think it objectionable: much farther than this the system of breeding from the same family, cannot, in my opinion, be pursued in safety."—John Hunt, surgeon at Loughborough, a friend of Bakewell and Darwin, in a reply to Sir J. S. Sebright's pamphlet, entitled *Agricultural Memoirs, &c.* 1812 justly observes, that as Sir John has given no definition of the term *in-and in*, from what may be gathered from the above extract, he seems to have been as near as possible of the same mind as Bakewell, whose practice it is on all sides allowed, was "to put together those animals which were most perfect in shape without regard to affinity in blood." This, in fact, is the general practice in all the best breeding districts, and especially in Leicestershire and Northumberland.

George Culley, a Northumberland farmer of great practice in breeding and feeding, in his *Observations on Live Stock*, not only concurs in this principle as far as respects quadrupeds, but considers it to hold good in the feathered tribe, and, in short, in animals of every kind. His conclusion is, "That of all animals, of whatever kind, those which have the smallest, cleanest, finest bones, are in general the best proportioned, and covered with the best and finest grained meat." "I believe," he adds, "they are also the hardiest, healthiest, and most inclinable to feed; able to bear the most fatigue while living, and worth the most per lb. when dead." (*Observ. &c.* 222.)

Cross breeding, under judicious management, might probably be often employed to correct the faults of particular breeds, or to impart to them new qualities. "Were I," says Sir J. S. Sebright, "to define what is called the art of breeding, I should say, that it consisted in the selection of males and females, intended to breed together, in reference to each other's merits and defects. It is not always by putting the best male to the best female, that the best produce will be obtained; for should they both have a tendency to the same defect, although in ever so slight a degree, it will in general preponderate so much in the produce, as to render it of little value. A breed of animals may be said to be improved, when any desired quality has been increased by art, beyond what that quality was in the same breed, in a state of nature; the swiftness of the race horse, the propensity to fatten in cattle, and the hair or wool in sheep, are improvements which have been made in particular varieties of the species to which those animals belong. What has been produced by art must be produced by the same means, for the most improved breeds will soon return to a state of nature, or perhaps defects will arise, which did not exist when the breed was in its natural state, unless the greatest attention is paid to the selection of the individuals who are to breed together.

"*We must observe the smallest tendency to imperfection* in our stock, the moment it appears, so as to be able to counteract it, before it becomes a defect; as a rope dancer, to preserve his equilibrium, must correct the balance, before it is gone too far, and then not by such a motion as will incline it too much to the opposite side. The breeder's success will depend entirely upon the degree in which he may happen to possess this particular talent."

Bakewell and Culley say, "like begets like;" therefore breed from the best.—Of this, says Sir J. S. Sebright, there can be no doubt, "but it is to be proved how long the same family, *bred in and in*, will continue to be the best." Cross breeding appears no doubt, more consonant to what takes place in nature than breeding from very near relationship; and arguing from analogy, the result of certain experiments made by T. A. Knight, on the vegetable kingdom, seems to justify us in concluding that occasional crossing may become not only advantageous, but even necessary for the purpose of correcting defects. Nevertheless, as the last mentioned writer and Cline observe, it can only be safely resorted to by skilful and experienced breeders.—[*Loudon's Enc of Arg.*

Internal Improvement.

From the Raleigh Register.

CARLTON—NO IV.

In the second of these numbers it was proposed to show, and it is hoped not unsuccessfully, that for inland transportation, especially in our climate, Railways are preferable to Canals. They are cheaper in the first construction. The iron Railway costs not more than half as much as a Canal between such distant extremities as the eastern and western parts of our State. And if it be made of timber having a strap of iron on the top, the expense would again be reduced probably to half of what it would be, if made of iron. Not only is the cost of the Railroad less at first, but it forever continues so in maintenance, repairs, quantity of travelling, and the numerous bridges over a Canal not necessary to a Railway. It is my object now to give more full and convincing evidence of these truths. It shall be such evidence as fears no future examination. It invites and solicits, investigation, not theoretical and fanciful, but practical and such as is confirmed by the incontestable authority of experiments already made.

Anderson was a man of practical knowledge on these subjects. The conclusions which he states are worthy of our confidence as derived from actual observation. One horse, says he can draw with ease upon a *Canal* twenty tons, and he will do that travelling at the usual rate of horses in a waggon, on a hard smooth turnpike road. He then says that the same horse, on a properly constructed *Railroad*, can carry the same quantity of goods in the same time.*

"Mr. Joseph Wikes in 1799 stated, that a horse of the value of twenty pounds sterling," which is one hundred dollars

* See "Anderson's Recreations." It may be proper explicitly to say that by tons is here meant as usual 20 hundred weight.

of our money, "drew along the declivity of an iron road descending two-eighths and half an eighth of an inch in a yard, twenty one carriages or waggons laden with coals and timber, weighing thirty-five tons, overcoming the *vis inertiæ* repeatedly with ease."† By overcoming the *vis inertiæ*, is meant the starting of the waggons from a state of rest; and every one knows that this is the greatest difficulty in drawing on any given surface.—"The same horse" continues Mr. Wilkes, "drew up the same declivity five tons with ease."

It will readily occur, that in a trade between a seaport town and the upper country, the weight or tonnage to be carried towards the sea is vastly greater than is returned into the country. It will follow therefore, that a Railroad may be properly made to descend in a very small degree, so as to favour the draught in the direction of the heaviest transportation. It is upon this principle that the statement here made is to be understood. If a Railroad descends five-sixteenths of an inch, or which is the same, two and half eights of an inch in a yard, it is at the rate of very nearly forty-six feet in a mile. Mr. Wilkes also says, "that when the descent was an inch and three quarters in a yard, it was necessary to slipper‡ or lock the wheels, to prevent the horse being overpowered by the weight pressing upon him."

"On a different Railway one horse, value thirty pounds," or one hundred and fifty dollars, "drew twenty-one waggons of five hundred weight each, which with their loading amounted to one hundred and forty-three tons and eight hundred weight, the declivity being one inch to a yard; and up the same he afterwards drew seven tons."

"In the summer of 1805, a trial was made on the Surry Railway by Mr. Banks, wherein a horse taken indiscriminately out of a team, drew sixteen waggons, weighing upwards of fifty-five tons, for more than six miles along a level, or very slightly declining part of the Railway."§

Now all these are so many unquestionable facts. Let the same circumstance be renewed, and the same results will be experienced before our own eyes, and for our own benefit. The laws of nature do not change, and if such testimony as this do not satisfy our minds, what, it may be asked, will be sufficient to remove our doubts and prepare us to avail ourselves of the great and important practical truths which it is its object to establish? Ten 20 tons, the 35 tons, the 43 tons & 8 hundred weight, and the 55 tons can be drawn as easily in American as in England. We know that upon our common roads, it takes the force of four or five horses to draw two tons; that is one horse at least is necessary to half a ton. If one horse then on a Railway, can draw twenty tons with ease, it follows that he will do as much as forty horses usually do in our common transportation. If however, a good horse can on a Railroad draw thirty-five tons, he performs as much as seventy horses do upon our roads. Should we take the third of these numbers, namely forty-three tons, to say nothing of the eight hundred weight, then the effect of a horse applied in one way, is to his effect in the other, as one to eighty-six — But one case of actual trial still remains: Mr. Banks tells us he made it himself, and his testimony is recorded for our information. He harnessed a horse to the foremost of sixteen waggons, weighing together fifty-five tons, and the horse carried them forward six miles upon a level Railroad, or if it had any declivity, it was so slight as not to be estimated.—This is making one horse do as much as a hundred and ten. These things are so astonishing that we are ready at first to pronounce them incredible. They are however incontestible and stubborn facts, and not to be denied. And why should we be disposed to distrust them? They reveal to us powers of mechanism, on which we cannot set a sufficient value.—It is properly a subject of the highest interest and exultation to every man, especially to every citizen of a free and enlightened community, that our opportunities are susceptible of such almost inconceivable enlargement, provided we will unite with one another to effect the object. Shall the subjects of monarchies think nothing of employing themselves in securing the advantages of this prodigious efficiency, and we who claim all the energies of personal and public liberty, sit still with our arms folded, and gaze at what they do as though it were visionary extravagance to imagine any thing like it within the compass of our puny efforts!

† Rees' Cyclopædia: Article *Canal*, p. 69. Bradford's edition, Philadelphia.

‡ It may be well to explain, that a wheel is sometimes made to slide down a hill not upon the tire, but upon a plate of iron turned up on each side to confine the rim upon it, and attached to the side of the carriage by a chain. Such a plate of iron is called the shoe or slipper. It is preferred because it prevents the tire of the locked wheel from wearing out faster than that of the others.

§ To spread the pressure of large burdens upon a Railroad, as well as for other reasons, it is customary to employ a number of waggons in succession, each connected by a chain with the preceding.

It appears then not an excessive or gratuitous assumption, when it was asserted that as large a tonnage could be carried by a given power upon a Railway as upon a Canal. But there are different ways of comparing their efficacy, and if this according to every view, be much the same in both, we shall be left to consult other circumstances in determining our choice of them. "Without calculating," says a practical writer, "upon the immense loads of thirty tons and upwards which have occasionally been moved by one horse upon a level Railway, we can state that an active horse weighing ten hundred weight, conducted by only one man, upon a well constructed edge Railway, will work with ten tons of goods. In the same manner we may take thirty tons as employing the effective labor of one horse and three persons upon a Canal.—From which it will therefore appear, that the expense of trackage per ton is pretty much the same in both systems; while the first cost, and consequently the toll or dues, must be greatly in favor of the Railway."*

Nothing has yet been said respecting the *locomotive* engine. By this is meant a steam engine propelling a carriage by which it is borne, as the steamboat is moved by the engine fastened into it.—This contrivance strikes us as approximating perfection, by imitating an animal power. It is independent, however, of animal force, and has the advantage in uniting energy with the untiring property of mechanism. It were to be wished that a description at once brief and easily intelligible could be given of this engine, but this is scarcely possible. The mind of one little accustomed to complicated machinery, soon becomes fatigued and confused, and his curiosity is disappointed. An actual inspection is better than an hundred attempts to describe it, and even a good engraving makes it easily comprehensible. It is hoped, however, that we shall feel no less assured of the perfection of this gigantick automaton, as it may well be called, for the purposes to which it is applied, than if it were before our eyes, and performing its operations with all that elegance, gracefulness and power of movement which excite at once the admiration and astonishment of the spectator. On the Hetton Railway in England it has been for some time in use. Mr. William Strickland, Civil Engineer of the Pennsylvania Society for Internal Improvement, witnessed its operations, & he tells us its cost is four hundred pounds sterling, or two thousand dollars. This gentleman went to England in the employment of the Society, to enlarge his views, and bring back important information respecting Canals and Railroads. He says that "this *Locomotive* engine has drawn on a level, twenty-seven waggons, weighing ninety-four tons, at the rate of four miles an hour, and that when lightly laden it will travel ten miles an hour. The waggons drawn by it cost twenty-eight pounds sterling each, that is a hundred and forty dollars. The waggon bodies are seven feet nine inches long, five feet wide at the top, and three feet six inches deep.—The wheels are three feet in diameter, and weigh each two hundred and fifty pounds."†

For further satisfaction I shall extract a statement from Mr. Jessop, a noted civil Engineer of England. These are his words. "A *locomotive* engine of ten horses power, will draw one hundred and twenty tons, at the rate a draught horse generally travels; or fifty tons at the rate of six miles an hour. The engine requires the attendance of only a man & a boy, at a daily expense of five shillings," (sterling.) "The coals consumed in ten hours would be from twenty to thirty hundred weight. Therefore the expense altogether would be less than thirty shillings per day, for which fifty tons may be conveyed sixty miles in ten hours, which, is less than half a farthing per ton per mile. So that making ample allowance for delays, the return of the empty carriages, the cost and maintenance of the engines, and providing the waggons, the expense is altogether inconsiderable."‡

But while these proofs are detailed of the great advantages of Railroads, in comparison with Canals, on which the steam engine cannot be used, it is probable a more embarrassing difficulty is suggested, than any relating to the great value and importance of these advantages. It is not so much from doubts respecting the efficacy of a Railway, it will be said, that we question its expediency for *us*, but from the vast funds necessary to the construction of it. Now it is my intention to show that this is not a real difficulty. Let us come to it at once then, and look at it in all its terrors. The number of taxable polls in the State of North Carolina, is a hundred and thirty-five thousand. This number is derived from the Comptroller's Report of last year (1826.) An annual payment of thirty-seven cents by each individual, raises at once the sum of fifty thousand dollars a year. Let any one try the numbers for himself, or let him get his neighbor to do it for him, and he will find it to be so. It cannot be that the payment of 37 cents a year upon each poll for five years, is so great that we ought not to consent to it, provided we are made sure of the result. It is upon this condition then that it is proposed, and upon this alone, that it shall be adequate to procure to the citizens of our state, so easy and cheap a conveyance for their goods and productions, their manufactures and their mines, that when it now costs them thirty dollars, it shall cost them one. Let a Railway be commenced at Newbern under the directions of a proper Engineer, such as now can be easily had in the United States; let it be constructed in as direct a line as possible to Raleigh, and thence continued through the middle of the state to the mountains. In two years and a half it would be extended far above the Capital of the State.—Through this it evidently ought to pass, as centrally situated in regard to the general direction of our boundaries on the north and south, and as being our metropolis, its growing importance ought to be fostered with affection and interest by us all. It is not to be doubted that if the sum of fifty thousand dollars were by a Legislative determination of the State, annually appropriated for five years to this purpose, and capitalists were invited and permitted to subscribe fifty thousand more, the sum would be realized instantly and in the best of hands. Nor can we suppose there would be any difficulty in a repetition of the same thing every year for the whole time of five years necessary to the work. More than fifty thousand dollars a year to be thus subscribed, should not be admissible, nor should the owners of such capital be allowed to hope for more than eight per cent, after it should become productive. For it is necessarily understood that the dividend to be paid must be made good by tolls upon travelling and transportation. On this account the whole sum subscribed should be understood from the beginning to be returnable by the State, in 5 years from the time of completing the work. It is of the last importance that the public should not part with their power over all extensive works calculated to facilitate commercial intercourse. This is the policy now wisely and resolutely practised in other States, and to this every country discreet in its economy should tenaciously adhere.

The reader now has under his view such a plan as naturally results from the best methods of providing for the ease and cheapness of commercial intercourse, and from a combination of all the interests of the State in carrying into effect a single enterprise. It has been the object of these numbers, 1. To show with conclusive evidence in the present state of the arts, the best and cheapest methods of opening the market to the people of the State. It is by means of Railroads instead of Canals, or any other instrumentality which he can adopt. Indeed if they be preferable to Canals, none will hesitate to think them superior to all other means of intercourse. 2. It is recommended to commence a Railroad from Newbern to Raleigh, and thence through the middle of the State to the mountains. 3. As soon as it can be made to appear that this will with certainty accomplish the object of throwing open to the people an easy and unexpensive conveyance of goods and produce to the best market both domestic and foreign, it is taken for granted that there is not a citizen of the State who would think it oppressive to him to pay annually thirty-seven cents as a poll tax, amounting to one dollar and eighty-five cents apiece in five years, for effecting in that time this great and important object. 4. It is not understood that the work can be completed by the two hundred and fifty thousand dollars a year, but that combined with like sums to be subscribed annually by capitalists, returnable in five years after the work is finished, it will be found amply sufficient for the intended object. 5. and lastly, Before resolving to commence the execution of this work, having for its object the individual and public prosperity of our State, a Civil Engineer of unquestionable integrity and practical skill be employed for a year, to determine and report to the Legislature and the people on the practicability, the expense, and all the merits of such a work.

It is hoped that every individual will see the wisdom of declining all prepossessions on a subject like this, relating not only to the general good, but to the personal interest of every man. It is proposed in our future numbers, to set this matter much more fully before us. It is believed that where any undertaking will certainly be for the good of a free and enlightened people, they will, with full opportunity, see it to be so. And it is the great and distinguishing advantage of a popular government, that it is administered by a power which will be faithful to the interest and happiness of the whole. CARLTON.

* Edin. Encyd. Article *Railway* p. 2 Am. Ed.

† Strickland's Reports pp. 28. 29.

‡ See the same work pp. 31, 32.

—:-: :-:-:-: :—

Snelson, the Bank Robber.—A letter received in town on Tuesday, from New-York, states, that this deluded man was seen in that city on Wednesday last, making efforts until after 10 o'clock that morning, through a sub-agent, to get negotiable funds in exchange for $30,000 in Virginia Bank Bills, for the purchase of a Bill of Exchange on London, which he had previously directed to be drawn at the Bank of the U. States. Several of the Brokers who were applied to to negotiate the Virginia notes, hesitating on account of the largeness of the sum, the immediate agent of Snelson, returned to the Bank of the U. S. and declined taking the Bill, stating that the packet for London having sailed, it would not be required. Snelson finding that he had missed his passage in the Packet, while waiting to negotiate his funds, left New York immediately in the Steam Boat for Providence, (R. I.) intending, it is said, to proceed thence to Boston and take passage there for Europe. Mr. Kenney the messenger in pursuit from the Bank at Petersburg, arrived in New York on Friday morning.—[*Nor. Beacon.*

From Europe.

By the ship Silas Richards, arrived at New York, London papers to the 23d, and Liverpool to the 24th have been received.

The most important intelligence they contain refers to the interference of the European powers in the affairs of Greece and Turkey.

LONDON, Sept. 23.

The communications, official and otherwise, which have been received from the Turkish capital within the last three days, are so far of importance as that they left the Porte in direct collision with the three great powers of England, France and Russia.

From our city article it may be collected—1st That on the 16th ult. the Allied Ministers presented by their drogomans a note, embracing the substance of a treaty which has already been made public, for terminating the desolation of Greece by the Turkish arms, and setting the condition of her future relationship to Turkey. This note prescribed a term of 15 days, within which the answer of the Grand Seignor would be expected.

2d That on the 30th of August, when the allotted period might be looked upon as having expired, the three Ambassadors demanded thro' their drogomans, the reply of the Reis Effendi, who gave it verbally; and in decided language referred to the late Turkish Manifesto declaratory of a fixed resolution to reject all interference of Foreign Powers between the Porte and her rebellious subjects; further: that on the 31st, a repetition of their message by the Christian Ministers produced a confirmation of the Turkish resolve.

3d That on the 4th inst. the Ambassadors of the Allies met, and not having received any further satisfaction from the Porte, came to the determination of requiring their passports, and leaving the Turkish capital. This last fact, however, must be understood to require confirmation.

The following is a translation of the joint note of the Ambassadors, which it will be seen is in strict conformity with the sprit of the original treaty between France, England and Russia:

"*To His Excellency, the Reis Effendi.*

"The undersigned are charged by their respective Governments to make to his Excellency the Reis Effendi, the following declaration.

"During six years the great Powers of Europe have been engaged in endeavors to induce the sublime Porte to enter into a pacification with Greece; but these endeavors have been constantly unavailing, and thus a war of extermination has been prolonged between it and the Greeks, the results of which have been on the one hand calamities, the contemplation of which is dreadful for humanity; and on the other hand, severe and intolerable losses to the commerce of all nations, while at the same time it has not been possible to admit that the fate of Greece has been at all within the control of the Ottoman power.

"The European Powers have consequently redoubled the zeal, and renewed the instances which they before made, to determine the Porte, with the aid of their mediation, to put an end to a struggle that it was essential to its own interests should be no longer kept up. The European Powers have the more flattered themselves in the hope of arriving at so happy a conclusion, as the Greeks themselves have in the interval shown a desire to avail themselves of their mediation; but the Sublime Porte has hitherto refused to listen to counsels dictated by sentiments of benevolence and friendship. In this state of affairs, the Courts of France, England and Russia, have considered it their duty to define, by a special treaty, the line of conduct they are resolved to observe, in order to arrive at the object towards which the wishes and interests of the Christian Powers tend.

"In execution of one of the clauses of this treaty the undersigned have been charged to declare to the Government of the sublime Porte that they now in a formal manner offer a mediation between it and the Greeks, to put an end to the war, and to regulate by a friendly negociation the relations which are to exist between them in future.

"That further, and to the end that the success of this mediation may be facilitated, they propose to the government of the Sublime Porte an armistice for suspending all acts of hostility against the Greeks, to whom a similar proposition is this moment addressed finally, they expect that at the end of 15 days the Divan will make known its determination.

"The undersigned flatter themselves that it will be conformable to the wish of the Allied Courts; but it is their duty not to conceal from the Reis Effendi, that a new refusal, an evasive or insufficient answer, even a total silence on the part of the Government, will place the Allied Courts under the necessity of recurring to such measures as they shall judge most efficacious for putting an end to a state of things, which is become incompatible even with the true interests of the sublime Porte, with the security of commerce in general, and with the perfect tranquility in Europe.

(Signed "C. GUILLEMINOT,
"S. CANNING,
"RIBEAUPIERRE.

"August 16, 1827.

The term allowed by this note for a reply was considered to have expired on the 30th ult. on which day the dragomans of the three embassies, Desgrange F. Pisini, and Franchini, were sent to the Reis Effendi to receive his answer to it. It was given to them verbally, and in the most decided terms of refusal to admit the interference of the foreign Powers in the affair of the Greek contest referring to the declaration lately made by the Turkish Government on the subject, as their deliberate and firm determination. On the following day, 31st, the ambassadors had a conference and in the afternoon the dragomans were sent again. They delivered another note, the contents of which had not transpired, but it was understood that it was yet more forcible than the preceding one, and that it distinctly announced to the Turkish ministers that the objects of the treaty must be obtained, whether with the concurrence of the Porte or without it, and the measures determined on for that end would be carried into execution.—The Reis Effendi is said to have replied very pointedly, and repeated more firmly than before the determination of the Porte to abide by its first decision. The dragomans it is added, where even desired to take back their note, but that they declined doing this and left it in the apartment of the Reis Effendi. This second note, according to the best information, did not contain any stipulation for a further period for consideration of the subject, such having considered as no longer of any use.

This was the state of the negotiation at the date of the official despatches; but late this afternoon a private express from Paris reached the city with intelligence of the 4th inst. being three days later from Constantinople. The substance of the information brought by it is, that the Ambassadors, finding no further notice taken of their application, met on the morning of the 4th and had jointly come to the resolution of demanding their passports on the following day, and quitting Constantinople.

This intelligence produced a great deal of agitation in the money market. Consols opened at 86 7-8 87, till the arrival of the second express from Paris, when they declined to 86 3-8, and left off at 86 1-2.

The French funds have not been much affected by the Constantinople news: the 3 per cents, left off on Wednesday at 72.

GHENT, Sept. 16.

Steam Boat on a new construction.—Yesterday arrived here, for the first time, the steam boat which is to ply regularly between this city and Antwerp, for the conveyance both of goods and passengers. The construction of this steam boat is quite new, and wholly differs from that of the other steam boats, the wheels being placed not on the sides, but behind. Mr. Roenterges, builder to the Netherlands Steam Boat Company, at Rotterdam, has effected this judicious alteration, and thus solved a problem which the English, French, and Americans have considered impracticable. This new vessel gives great satisfaction, both by the rapidity of its progress and the facility with which it is managed. Mr. Roenterges has obtained a patent for *his invention.*

Colombia.—By the arrival at New-York of the brig Bogota from Carthagena, the Editors of the Evening Post have received the *Constitutional* of the 20th of September. It contains the addresses delivered on the occasion of Bolivar's assuming the presidency, which we give below.

In a report of the War Department of the Colombian Republic, the total amount of army expenses for the year 1827 is stated at $4.307,797.

Simon Bolivar, Liberator, Presidency of the Republic of Colombia.

Guayaquilians! The torrent of civil dissensions has swept you along, until it has brought you into your present situation You are the victims of a misfortune which you have endeavored to avoid by every sacrifice. You are not in fault; the people never are; for the people desire only justice, quiet and liberty.—Dangerous and improper designs are generally ascribable to their leaders. They are the authors of public calamities.

I know you. You know me. We cannot misunderstand each other.—Let those then desist from their efforts, who seek to estrange us; since we again embrace, like affectionate brothers, overshadowed by the laurels, the laws and the name of Colombia.

A private letter from Carthagena, dated the 2d inst. says—"I am of opinion that we shall have an improvement here as well in a political as in a commercial point of view. Bolivar has again taken the helm of affairs in Colombia, with the confidence, I may say, of every man in the country, and I feel satisfied that in a short time, under his administration, the credit of the country will be improved, and that both commerce and agriculture will revive.

"It is in contemplation at Bogota, to do away with the *alcale* duty—a wise measure—and in order to make up for the deficiency in the revenue which such act may cause, it is intended to add an additional five per cent to the present tariff."

ITEMS.

The Right Rev'd Bishop Kemp terminated his earthly existence at Baltimore on the 28th ult. in consequence of an injury received by the overturning of a stage while travelling from New Castle to Frenchtown.

The man who forged a check on G. G. & S. Howland, of New-York for a considerable amount has been taken.

Captain Jones, of the sloop of war Peacock, states that new propositions for Peace with Buenos Ayres, were about to be offered, the terms of which were such as, it was believed, would be accepted—the Emperor of Brazil having therein abandoned his claim to the Banda Oriental.

GOVERNOR CLINTON, has issued his proclamation, reccommending Wednesday the 12th day of December, as a day of prayer and thanksgiving, throughout the State of New-York.

Delaware Canal.—The ceremony of breaking the ground for the purpose of commencing this canal was to be performed at Bristol (Pen.) on Saturday last. An address was to be delivered on the occasion, a dinner provided, and other interesting festivities were in preparation.

Jonathan's description of a steamboat.—"It's got a saw-mill on one side, and a grist-mill on t'other, and a blacksmith's shop in the middle, and down cellar there's a tarnation great pot boiling all the time.

Elizabeth-City:

Wednesday, Nov. 7, 1827.

ANTI-JACKSON MEETING.

Viewing the elevation of Gen. Andrew Jackson to the most exalted station in the gift of a free people—the CHIEF MAGISTRATE OF THE NATION—as dangerous to the liberties, and subversive of the best interests of this Republic, we, *Many Freemen*, respectfully invite the attendance of all the friends of good government and good order, at the Court-House, in Elizabeth-City, on Saturday next, the 11th inst. for the purpose of taking this important subject into consideration; to devise means and adopt resolutions to promote the election of JOHN Q. ADAMS, a tried faithful servant and civilian, in preference to such a man as Gen. Jackson, who knows no law paramount to his own ambition, obeys no instructions not in unison with his own despotic and infuriated imagination, and who indeed has no one qualification to recommend him for such a high and dignified station, beyond that of other men, save that of one military achievement; for which his countrymen have and are still willing to award to him the highest meed of praise, gratitude and glory due to such military prowess. But we cannot for one moment believe, that the good sense of the people of a free republican government can possibly be led so far into a delirium by the military fame *alone* of any individual, as to make him Chief Magistrate of the Nation.

MANY FREEMEN.

Nov. 7th, 1827.

On Sunday last, between four and five o'clock P. M. we distinctly heard heavy firing in the direction of Norfolk, which we suppose was the salute fired by the French frigate *La Circe*, now lying in that harbor.

The schr. William & Frederick, Butler, went to sea from Ocracock on Saturday last. Capt. B. states in a letter received here, that he was informed when going out, by a pilot, that a schr. called the Caroline & Mary, from New York bound to Charleston, was capsized while crossing Cape Hatteras Shoals. There was one passenger drowned in the cabin; the crew got ashore in the boat.

The Norfolk races commenced on Wednesday last. There was no sport the two first days; two horses belonging to Mr. Johnson, galloped round the course without a competitor, and took the purse each day amounting to $500.

On Friday four horses started for the Jockey Club purse of $400, four mile heats which was won by Mr. Elliott's g. m. Betsey Ransom, from Baltimore, in three heats. The first and last heats were run in 7 m. 50 sec. the second heat 7 m. 45 s.

The contest for the Proprietor's Purse of $200, best three in five, was won on Saturday by Mr. Booker's b. g. Eagle, in four heats.

FOR THE STAR.

Q "to Cynthia howls
Answer him ye wolves."

MR. PRINTER—

Some moon-struck scribblers of the day, because they can string together a few paltry sentences, imagine themselves men of *genius* and *talents*, as well as *critics*. But if they would respectfully listen to the public voice, their overweening vanity would soon sink to a level with their very humble pretentions. They mistake the desire, for the thing itself.—An abundant stock of ill-nature they denominate, genius—the art of connecting a few ideas together, talents—and the want of good manners, criticism. A remarkable instance of one of these gentry was given in your last paper, by a writer who calls himself Q.

A luckless wight called Aristides found, I suppose, a floating report, in the country of the intention of some of the friends of General Iredell to support him for the office of Governor. This report he communicated to you, in a note no way disrespectful to the General or offensive to any of his friends, and accompanied it with some observations on the mode of electing to that office, as well as in reference to the election. This note, civil in its manner—respectful in its tone, and not unprecedented in this free country, has called down on its author, the little malignity and annihilating criticism of the puissant Mr. Q. There is something so extremely ludicrous in the *mighty* vengeance of this satellite of a great man, who no doubt thinks himself far above all Grecian—all Roman fame as to tempt one to exclaim

"Ocean into mountains toss'd
To waft a feather or drown a fly."

If this queer, crooked Mr. Q. could learn the measure of his own strength he would never again attempt to soar above the region in which nature intended to cast his lot. He writes with some flippancy about the Shandy family, but has wretchedly mistaken the whim-whamical opinions of the head of it. That most excellent gentleman, Mr. Shandy never did suppose, "that the arbitrary sign of the substance possesses the attributes of the substance." But it was a maxim of that good man, that the human mind was like a blank piece of paper, upon which any impression whatever may be made—and that the name of the person was that impression. There were therefore, in his estimation, some names, which being given, would make any child a great man—others with which no child could be great. Some were merely negative, whilst others were always bad. Nick he said was the de—l. In my poor estimation, Q is not much better. Æsop had one redeeming quality, to which even the inordinate vanity of Q cannot aspire. Judging from the tone and manner of his piece, it is plain, he is some humble sycophant who seeks to recommend himself to favor, by the abuse of those, to whose merit and independence he has no pretentions.

TICKLEME.

FOR THE STAR.

The adountage of Marriage when judiciously entered into and prudentially managed.

The Lord hath said it is not good that man should be alone—I will make an helpmeet for him. Gen. ii ch. 18th verse. He took the *Rib* from under his arm and made him an helpmeet. As she was not taken from his *head*, denotes, she should not *rule* him, as she was not taken from his *feet* he should not *abuse* her; as she was taken from under his *arm*, shews that he should *provide for* and *protect* her, from all harm; as she was taken from so near his *heart*, indicates that man and wife should never *part*. What could appear more beautiful than a couple whose hearts were united in *Love*, than that they should join their hands, in honorable *wedlock*, and thus fulfil the command of their *all-wise Creator*; realising, that the great *Apostle Paul*, pronounced *marriage honorable with all*, and the *bed undefiled?* How happy the pair, each joined to their *other half*, and becoming *one flesh*, who can with confidence unbosom all their griefs and joys, all their sorrows and rejoicings, to each other, and be *assured* that their joys will all be doubled and their griefs divided, mutually helping each other on to the bliss above, also obeying the command of *God* and in the honorable way of his appointment to *multiply* and *replenish the earth*, to produce the *fair images of themselves*. O! the joy and consolation of parents, to see a flourishing family of well informed children, such as the *Immaculate Jesus* took in his arms and *blessed* and said "*of such is the kingdom of Heaven.*" What satisfaction to instruct them in the principles of *morality* and Religion, and when grown to adult age, to see them honor and respect their parents, and in old age, to see and hear of them flourishing in the world, being good children, good husbands and wives, good parents and neighbors, good members of society and true christians; and in case of the sickness of the parents to have them come and administer the balm of consolation and satisfaction and to look back on well spent lives, realising that they have been useful in their day and generation; they go off the stage lamented, leaving behind them the sweet savor of a good name and the universal approbation of the wise and good, and when received into Glory, to have their children when they depart this life, to come into that happy state, to rejoice with, and thank their parents, for their parental care and instruction, and tell them they had been instrumental in the hand of *God*, in training them for *glory and happiness eternal.* A FRIEND TO GOOD ORDER.

NATHANIEL MACON, of North Carolina, is recommended in the *Georgia Journal*, as a condidate for Vice-President of the U. States. The editors say—"Let the lot fall upon him—or indeed on any one in preference to CALHOUN."

Mr. Markley has been challenged by the Richmond Enquirer and other Jackson papers to come out and state what he knew about the "bargain & intrigue." He has done so. We have not seen his publication, but the following is given as an extract from it, in a N. York paper. Mr. M says—"I never did, either directly or indirectly receive from Mr. Clay or his friends, any intimation which could be construed even by political rancor into such a commission, or any thing even remotely approaching to it, and further, I never have to any one, at any time, or on any occasion, represented myself, or wished it to be understood, that I was authorised to make overtures on the part of Mr. Clay or his friends."

[*Norfolk Herald.*

If we could forget, (says the Norfolk Herald) and never be reminded of the following charges against General Jackson, we should cease to wonder that there should even be a slight probability of his receiving the vote of the state of Virginia.—Every one of these charges except the 9th (which nobody denies) are substantiated by documentary evidence in the archieves of State, or by the sign-manual of General Jackson himself. The 10th charge we acknowledge, admits of palliation.—No doubt unnecessary cruelty was exercised in the measure of punishment to the militia men, who appear to have offended more through ignorance than disaffection, but we are not of opinion with some, that their punishment was illegal. In the 11th charge, too, the fact is rather strongly stated that Gen. J. asserted that under the 2d section he could hang "whom he pleased"—We only understand the General to have meant that he could, under that authority, have hanged the Hartford Convention! This, however, is a distinction without any material difference: there is enough in what remains to form an insuperable objection to electing him President of the United States.

1st. He has excluded a Legislature from the hall of its sittings.

2d. He has arrested, paraded thro' the streets under a file of soldiers, and threatened with the gibbet, the venerable judge of a national district.

3d. He has, insultingly, told a chief magistrate of a state that he had no right to issue a military order, while he (Jackson) was in the field.

4th. He has abridged the liberty of the press.

5th. He has disregarded the writ of habeas corpus, designed for the protection of the citizen from arbitrary oppression.

6th. He has waged war against a neutral power, in the face of his instructions.

7th. He has exercised the power of life and death on prisoners, in contempt of the decision of his favorite tribunal, *an independent Court Martial.*

8th. He has openly directed the officers under his command, to disobey the orders of the President of the United States.

9th. He has threatened to enter the hall of the National Legislature, to cut off the ears of senators, who presumed to enquire into his conduct.

10th. He has inflicted death, and ignominious and degrading punishments upon hundreds of militia, against all necessity, and against all law.

11th. He has deliberately announced to his countrymen, that if he so willed it in the absence of law, he could find a sanction under the 2d section, to hang whom he pleased—now, if he could feel justified in *hanging*, in the case referred to, under that section, no case could possibly occur, in which he might not find the same justification.

[North Carolinians]—read these charges, ponder on them, make all allowances that can reasonably be claimed, and then vote for General Jackson if you can.

DIED,

In this county, on the 29th ult. Mrs. OLLEY SIMPSON, wife of Mr. Robin Simpson.

In Philadelphia, on the 30th ult. Mr. WILLIAM C BUTLER, merchant of this place. By the death of this man society has lost a valuable member, and a wife and several children are bereft of a tender husband and indulgent parent. It might truly be said that he was "an honest man, the noblest work of God."

In Philadelphia, on the same day, Mr. JOSIAH TOWNSEND, a respectable citizen of Perquimans County. He has left a large family to mourn their loss.

Near this town, on Thursday last, Mrs. MARY ANN CORNICK.

Marine News.

PORT OF ELIZABETH-CITY.

ARRIVED.

1st, Schr. Polly Rider, Dunlap, from Boston, with merchdze. to D. Tisdale.

" Schr. Kitty Flowers, Ashby 3 days from Norfolk, with merchdze. to Wright & Williams.

3d, New Schr. Maria, Land, from Currituck.

4th, Schr. Franklin, Gillet, from New-York, in ballast.

" Schr. Madison's Barge, Grice, from New York, with merchdze to M. Cloff, Wright & Williams and Wm. S. Hinton, jr.

6th, Schr. Evergreen, Toll, from Portland, with salt and potatoes to the master.

DEPARTED.

3d, Brig Mary Hart, Hall, for Boston, with staves by A. Fobes, jr.

4th, Schr. Maria, Land, for Edenton.

MONEY!

A SMALL ROLL of money was left in the Store of the subscriber, the owner can have it by proving property and paying for this advertisement.

H. N. Williams.

Elizabeth-City, November 7.

Attention Cavalry!!

THOSE persons who have put their names to the list, and all others desirous of joining the company of Cavalry about to be formed in this County, are requested to meet in this town on Saturday the 17th instant.

Stop the Robbers!

THE shop of WILLIAM B GREGORY was opened by some villain on Friday night last with a false key, and plundered of the following articles, viz:—one quarter of beef, salted the same evening, all of his spirits, one 2 gallon keg and one 3 pint decanter of brandy, one piece of tobacco, half box soap, 600 segars, half grose pipes, one do. white metal buttons, 30 large ginger cakes, one box best crackers, one and half bushel meal, two-thirds of a barrel of cider, one blue cloth coat, a clothes and shoe brush, one pair of new calf skin shoes with a pair of small silver shoe buckles attacked thereto—on the lining of one of the quarters was written the following words—"William B. Gregory's shoes made by Joseph Jimson Elizabeth-City price $2." If any person should hear of any of the above articles, & will give the sufferer information, he will take it as a great favor. It being only eight weeks to a single night, since his house and nearly all its contents was consumed by fire.

William B. Gregory.

Elizabeth-City, Nov. 7.

WILL BE SOLD

On Saturday the 1st of December, the Plantation whereon the Subscriber now resides, containing one hundred and ten acres, a considerable part of which is under a good state of cultivation. The Dwelling is spacious and comfortable with all necessary out houses, all of which have lately undergon a thorough repair. The situation is a very eligible one for the mercantile business, being in the heart of the most populous part of the county. At the same time will be sold my life estate in three other Tracts of Land; and also my crop of Corn, and other goods and chattles. Terms made known on the day of sale.

George W. Boyd.

Newbegun Creek, Nov. 7. ids.

The Subscribers

Have received per schr. Kitty Flowers, from Norfolk, and Madison's Barge from New-York,

60 bbls. prime and cargo Pork,
70 do. family superfine and fine Flour,
12 do. pippin Apples, &c. &c.

WRIGHT & WILLIAMS.

Elizabeth City, Nov 7.

Bolting Cloths.

A few pieces for sale by
WRIGHT & WILLIAMS.
Elizabeth-City, Oct. 24.

POETRY.

SELECTED.

AUTUMN.

Leaves are growing pale,—
Sad proofs of summer's fleetness:
Flowers begin to fail
And lose their blooming sweetness:
Chilling vapours breathe
Their plaintive sighs before us,
And beauty fades from all beneath
The sky that darkens o'er us.

Oh! that aught so fair,
Should for a season perish!
But they leave no share
With hopes that mortals cherish;
Nay; the flowers shall bloom
With spring renew their gladness,
And above their transient tomb
Shall leave no trace of sadness.

Melancholy weaves
Her subtle texture o'er them,
Yet in mercy leaves
A train of hopes before them.
Happy were the boon
To our dark path extended;
For the charm that breaks so soon
Is ever and ever ended!

Stay; 'tis vain to sing
The vain of human brightness,
Though there be no spring
To bring again its lightness.
Let the blossom go
Till Time renews their gladness;—
The harp of autumn should not flow
To life's reluctant sadness.

SONG.

(From the Italian.)

Oh, who art thou of pensive beauty,
Whose looks so soft so sad appear,
All court thee with assiduous duty,
And yet all greet thee with a tear?
I sing in low and plaintive measure,
Of days and sorrows long past by,
And young and old with weeping pleasure
Dwell on the strains of Memory.

O, who art thou of youthful brightness,
With airy steps and locks of gold;
The heart to meet thee bounds in lightness,
The eyes with smiles thy form behold?
I strive to gild this world of sadness
And change it to a sunny slope,
All love my song and tale of gladness,
And call me by the name of Hope.

MISCELLANEOUS.

From the Auburn Free Press.

LAFITTE,
OR THE
BARATARIAN CHIEF.

A TALE.

(CONCLUDED.)

The boat returned to the vessel, which immediately weighed anchor and stood out to sea.

"These fellows, if they dared, would destroy us without ceremony," said Lafitte, as they disappeared before a fresh breeze, "but when a favour is wanted, they are liberal of their promises, and submissive as lambs. I shall not be troubled with them any more unles they see fit to make an attempt upon my establishment, when they will find more sand-bars than clear seas, and more iron than silver. But there is another vessel in sight. It is my trader from New-Orleans. I shall now be able to liberate you, and in a few days land you at New-Orleans or Mobile, as you may chose."

Lafitte was true to his word; on the third day after the schooner's arrival, I went on board and sailed for Mobile, as from that place greater facilities were offered for reaching Washington than from New-Orleans. Before I left Lafitte I was persuaded, should my mission to Washington be succesful, to return myself with the glad news to him, in person. I landed at Mobile, reached Washington, succeeded in obtaining the full pardon of Lafitte and his associates, and returned to New-Orleans just as the storm, which had so long been gathering, burst with all its fury upon the coast of Louisiana. I immediately returned in a government vessel to Barataria and was received by Lafitte with the warmest expression of gratitude.—He had a few days previous returned from a successful cruise, in which, among others he had succeeded in capturing a British transport, containing a large quantity of cannon, arms, &c. destined for the attack upon New-Orleans.

On my arrival Lafitte called his followers together; communicated to them the intelligence of the free and full pardon guaranteed them and upon what conditions it had been received; and gave them liberty to accept or reject the offer.

"Long live the President of the United States!" and "Long live Lafitte!!" repeatedly rent the air, and they unanimously resolved to follow him as their leader.

"Brave fellows," said Lafitte, "we will prove by our swords, our high sense of the benefit conferred!"

All hands were now busily employed in conveying on board the vessels the valuable property which had been collected at that place, and the quantity of specie dragged from its various lurking places far exceeded in quantity, my ideas of Lafitte's wealth. We arrived in safety at New Orleans, and were received by Com. Patterson, who commanded on the station, with every mark of respect. Lafitte had an honourable command assigned him, and his heroic conduct previous to, and on the ever memorable eight of January, is already deeply engraven on the page of history. When the British, confounded at their loss and covered with disgrace, had retired to their shipping, and all apprehension of a renewed attack had subsided, New-Orleans exhibited a scene of unbounded gaiety and myrth. A splendid ball was given in honour of Gen. Jackson, at which most of the officers of the army and navy were present, and all the beauty and bravery of the south appeared to be concentrated on the occasion.

In the course of the evening, my attention was strongly engaged by the appearance of a young lady, who entered the apartment leaning on the arm of the mayor of the city. She was very beautiful, yet the freshness of youth seemed to have passed away, and a slight shade of melancholy gave her a most interesting appearance. Intimately accquainted with the mayor, I was introduced as a friend, to Miss Hanson, from Charleston, and chance soon gave me an opportunity of entering into conversation with his fair companion. The conversation turned on the remarkable deliverance New-Orleans had received from the invading enemy.

"I little thought," said Miss Hanson, "when I left Charleston two years ago to reside in this city, that I was to witness such a scene of turmoil as that through which we have just passed; and but a few days since my expectations were still more faint of beholding such a happy termination of our troubles as this evening affords."

"It did appear extremely improbable," I replied, "and our friends in different parts of the union will heartily rejoice at our escape from such watchwords as "beauty and booty."

"It makes me shudder," she answered, "to think of the dangers from which we have been rescued! Not a fortnight ago I sincerely wished myself at Charleston; but now we are safe and happy."

"Are you then a native of Charleston?" I inquired; "A few years ago I was considerably acquainted in that city."

"I am," she replied, "it is but two years since at the earnest entreaties of my uncle who is at present mayor of this place, I left Charleston and accompanied him here."

"Were you acquainted at Charleston with a young lady by the name of Mary Mornton?" I asked.

"I was acquainted with her," replied Miss Hanson, "she was my most intimate friend; but Mary reposes quietly in the grave, the victim of unfortunate love. Often, often have I wished I could have slept with."

"Was her lover a villain?" I inquired.

"Oh no! he was as far from that as day is from night,' she answered, with earnestness, 'he was one of the most amiable and engaging persons I have ever seen. An unfortunate affair drove him from Charleston, and the vessel in which he sailed was taken by the pirates, and all on board murdered! Mary's tender heart was unable to sustain the shock, and she added another to the number of those who have fallen victims to the effects of that pleasing, painful passion, faithful love. No,' she added, 'it is impossible for Mortimer Wilson to be a villain.'

'You speak with warmth,' I replied, 'but you are perfectly pardonable; it is so difficult to find such a person, that it is no wonder he should attract universal admiration.' She blushed deeply. 'Are you acquainted with Lafitte?' I continued.

'I have never seen him,' she replied, 'nor have I the least anxiety to become acquainted with him; after all his heroism and courage, he is but a pirate and a murderer.'

"Our hearsay opinions are sometimes incorrect,' I answered; 'I once thought as you do; you shall have an opportunity of correcting your unfavourable impressions as I have done; pardon my absence a moment.'

I flew to another room, where I found Lafitte in conversation with several officers. There was an air of melancholy on his features and I beckoned him to follow me. He took my hand, pressed it in his, 'Once,' said he, "I too, could be happy—but where is my Mary?"

"You can still be happy, if loveliness and disinterested affection can make you so without Mary," I replied.

He was about to speak, but I placed my finger on my lips, and we, in a moment, found ourselves by the side of Miss Hanson.

"Miss Hanson," said I, "I have the pleasure of making you acquainted with Capt. Lafitte, of the South American service, and a volunteer in defence of our city."

She extended her hand with a kind of involuntary shudder; but at that moment their eyes met;—her countenance was instantly suffused with the deepest crimson, but as instantly became deadly pale.—She tottered towards him;—"O, Mortimer!" "O, Annette!" and they were locked in each other's arms. Her sensations were too overpowering; she fainted in his arms, and was carried to another apartment; where, when she recovered a full understanding of the remarkable circumstances in which they found themselves, a reconciliation took place. Annette's friends were not more astonished than delighted. Lafitte had never forgot Annette; she was second only to Mary; and if she could not fill the void in his heart which the death of that lovely victim had caused, he felt towards her all the affection which the warmest feeling of gratitude could inspire. Annette's attachment remained unaltered; and before I left New-Orleans, I saw her made the happiest of mortals by her union with the adored MORTIMER WILSON.

From the Berkshire Star.

AUTUMN.

"See all nature fading, dying,
Silent, all things seem to mourn;
Life from vegetation flying,
Brings to mind the mouldering urn."

Says an Author, "Years rush by us like the wind." The blasts of Autumn, are now in sullen moans, sweeping thro' the air reminding the human race of the certainty that all earthly things shall draw to a close. Nations alike with individuals can derive from this mournful season the most solemn and impressive lessons. They have their period of rise, of glory, and of decline. The sun appears in the west after his path of brightness has been obscured by a dark and threatening storm. So often is it with man. The dark and dreary path may at last lead to peace and happiness. Sorrow for a season may weigh down the mind of the lovely and the good, but they have a hope which may never fail; and this hope looks forward to scenes of uninterrupted enjoyments beyond the skies. When the melancholy winds of autumn sigh through the lonely grove and sweep along the lowly vale, they produce a serenity like that which pervades the mind of him, whose locks, whitened by the frosts of wintry suns, proclaim that soon he goes to repose with the fathers. The groves are tinged with autumnal dies. Some proclaim the untimely frost, others bear marks of decaying age. The morning suns of another autumnal period are beginning to dawn, reminding us of the approaching hour, when we must sleep in the grave. Since the last, who has not seen sorrow? Before another, who may not feel it? Time is fast rolling on events, reader, in which others, and perhaps you, may be deeply, yes, deeply interested.—You have friends; perhaps you will be called to part with them. You have health, perhaps that blooming countenance must lose its fresh and healthful die, to assume one of which the fading leaves of autumn are now a mournful emblem. Perhaps *thou* wilt be with the years that are gone and the friends of thy youth shall weep in thy halls; perhaps thy companion is to bid adieu to earthly scenes and go to the silent apartments of the dead. We survive we know not how long. We are but for a season, and our years will have an end like autumn's shadowy cloud. Look on yonder mountains! View the groves of yonder forest. See the red and yellow hues of expiring nature, and tell me, reader, if they are not fit emblems of untimely dissolution. The oaks of the mountains fall, the mountains themselves decay with years, the ocean shrinks and grows again, the moon herself is lost in heaven; and shall man endure the wreck of element and still survive? No, his

—— "Sense and reason shew the door.
Call for his bier, and point him to the dust."

The season of autumn is one of pensiveness, and one which none can approach without feeling deeply interested, and realizing, how perishable are the charms of earth. It is now that the proud heart stoops from its elevation and commingles with the feelings of the world. But the impression which the scenes of autumn are peculiarly fitted to produce, is the vanity of earthly hopes. The beauty of spring, the verdure of summer have gone, and with them the hopes and prospects of many are blasted. Perhaps before another autumn's sun shall shine, I may be called to follow to the grave some dear early friend. I have seen since the commencement of the last year, persons weeping in silent but deep felt anguish over the couch of a dying friend, watching with intense anxiety, the last throbbing of the heart, which is soon to lose its beating in the cold embrace of death. No doubt we dream of long life and prosperity; that our path will lead to happiness; that the beams of heaven will smile around our habitation, that when the evening of our days come on, our sun will go down in cloudless serenity. But alas! a few days will change the scene. The syren song will not always last. A short time and the passing traveller will tread on our graves, and know not that we are there. The hand of time is daily enstamping dissolution and decay upon "the noblest proofs of human toil." The most stupendous fabrics of antiquity are touched by its influence, and crumble into nothing. Where now are the once renowned cities of Balbec and Babylon—Tyre and Troy—Carthage and Palmyra? But one stupendous mass of mighty ruins marks the spot, where these magnificent works of the ancients towered in oriental sublimity! The barbarian as he roams the desert looks with astonishment upon those time worn and tempest beaten monuments! those half mouldered remnants of columns, of capitols, and of tombs! In the land where the sun of science and genius shown with unrivaled splendor, where once resided the fathers of Learning, we behold the pyramids rising in massy and stupendous magnificence, a mark at once of human ingenuity and debasing superstition. When we revert to the history of Egypt, how many profound truths are there written on those sepulchral monuments of Egyptian kings. How replete their aspect with sublime instructions.—There may we behold the futility of all human power and aggrandizement. Having surveyed the lofty sight of old Carthage, once the formidable rival of Rome, and the places which yet bear marks of ancient art and empire, we may proceed onward in our tour, and view in silent but thoughtful amazement, the valley of the Nile, within whose borders, Thebes with her hundred gates, strews the ground with broken entablatures, pedestals, and other marks of former grandeur! Passing over into Asia, we shall behold the depositories of the "mighty dead"—the tomb of the Assyrian on the banks of the Tigris—the Chaldean on the banks of the Euphrates—and those of the Persians scattered over the plains from the Indus to the Mediterranean. Among these ruins the genius of departed ages sits undisturbed, announcing to the world, that no pomp of earthly greatness survive the desolations of Time. When this fleeting dream of human life shall have flown, to what purpose will all our schemes of greatness or happiness have conduced, if among them are not found some acts of benevolence and pilanthropy to the human race. Let us, then, be concious that all human possessions are held by an uncertain tenure, remember the duty we owe to society, and, that our lives may not be blank in creation, relieve the unfortunate in whose bosom affliction and despair have taken up a residence. Let us, in fine, if we would reap a rich harvest of glory in the autumn of our days, cultivate in our youth those high, unbending principles of rectitude and goodness, which will lead us to the highest stations in life.—But above all let us not neglect to prepare for a future existence. For

"This life is like the lightning's flash
The mighty thunder's roar;
We see the light, we hear the crash,
And straight they are no more."

Vital Religion—its importance.

The worth of true piety is an object of such magnitude as exceeds all human calculation. The strongest imagination cannot paint it to the mind, neither can the utmost stretch of thought include it within its grasp. The value of religion is inconcervable, because the advantages arising from it, embrace eternity in their duration. That the happiest consequences result from the possession of real piety, appears from this, that it gives us true excellence, and imparts to us the enjoyment of substantial happiness. In life, in death, in eternity, it bestows greatness on man; it quanifies him for the discharge of all his duties, and for the enjoyment of all lawful pleasures—Possessed of the religion of Jesus, we meet death with triumphant joy, and eternity bursts upon us with all the refulgence of immortal glory.

Under every circumstance in which man can be placed in the world, the religion of Jesus, when enjoyed in its life and power, is attended with very rapid and glorious effects, because it raises the soul above dependence on created things, and fixes it on God, in whom there is no variableness, neither shadow of turning. Such a soul is not much affected with the mutations of this miserable world—It rises above the influence of prosperity and adversity. It passes the scenes of health or affliction, joy or grief, life or death, with a smooth uninterrupted course.—In the possession of independence, in relation to secondary causes, and in a firm reliance on the power of God it remains unmoved even amid the wreck of worlds.

If adversity be the lot of the pious man, he receives it with submission, and he feels the evils of life greatly diminished by the influence of religion. For this influence, when it operates without restraint, elevates him above the care, the anxiety, the vexation of spirit attached to human life, and introduces him into the calm regions of resignation and peace divine. It diminishes the galling effects produced by his crosses—alleviates all his afflictions—and lightens all his burdens in life. By inspiring him with a wise and manly spirit, it saves him in the position of danger, from cowardly timidity, and under the operation of distress, from dejection of mind. If adversity, like an impetuous torrent, should roll its waters upon him, yet he will remain immovably fixed on the Rock of eternal ages, while he puts his trust in the God of truth—Although his possessions, his pleasures, his honors, his friends, and his health may be swept away, yet he will not be left destitute of security, nor without consolation. For under the greatest possible accumulation of natural evils he will find himself within the arms of the Almighty goodness. Taught by that wisdom which is from above, he even rejoices in the midst of infirmities and calamities, because he is persuaded, that his light afflictions, which are but for a moment, shall work for him a far more exceeding and eternal weight of glory—Oh, the happiness of those whose hearts are filled with vital religion! How sweet the peace, how pleasing the prospects of the children of grace, in whom the love of God rules with the mildest sway!

LUKE.

—:-:-:-:-:-:-:—

Curious change of names!—The following singular application is made to the Legislature of Tennessee, now in session:

"Mr. M'Cahee introduced a bill to alter the name of Susannah Cremer to William Cremer, which was read the first time and passed. [The petitioner had been considered a woman; had worn female clothes upwards of 20 years, and had gone by a female name. In 1825, petitioned changed his *habits* went to Virginia married a wife, and is now living in Green County.]

Bills of Lading and Shipping Articles for sale at this Office.